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TO CNO WASHINGTON DC
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USS JOHN F KENNEDY

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UNCLAS //4730//

THIS IS A 3 SECTION MESSAGE COLLATED BY DMDS

MSGID/GENADMIN/PRESINSURV/-/DEC//

SUBJ/QUICKLOOK REPORT FOR USS JOHN F KENNEDY (CV 67) MATERIAL INSPECTION (MI)// RMKS/1.
THE BOARD OF INSPECTION AND SURVEY, ATLANTIC, CONDUCTED A MATERIAL INSPECTION OF USS
JOHN F KENNEDY (CV 67) AT MAYPORT, FL DURING THE PERIOD 03-07 DECEMBER 2001.

2. SENIOR MEMBER'S COMMENTS:

A. THE SHIP WAS SERIOUSLY DEGRADED IN HER ABILITY TO CONDUCT AIR OPERATIONS. 3 OF 4
AIRCRAFT ELEVATORS WERE OUT OF COMMISSION, 2 OF

4 CATAPULTS WERE DEGRADED, AND THE OVERALL FLIGHT DECK FIRE FIGHTING CAPABILITY WAS
SERIOUSLY DEGRADED. THESE MAJOR SYSTEM DEGRADATIONS WERE IN ADDITION TO A SIGNIFICANT
NUMBER OF DEFICIENCIES NOTED IN THE JP5 FUELING SYSTEM AND AESS STATIONS.

B. AFTER THREE FULL DAYS OF PRE-UNDERWAY MATERIAL CHECKS, THE SHIP COMMENCED THE
UNDERWAY PHASE OF THE MI WITH THREE MAIN ENGINES AND FIVE BOILERS CLEARED FOR
OPERATION. MMR NR 1 HAD SEVERAL UNCORRECTED PAGE 05 RUCOFAZ0203 UNCLAS //4730// MAJOR
DEFICIENCIES THAT RENDERED IT UNSAFE FOR OPERATION. AN ATTEMPT TO CONDUCT A MODIFIED
HIGH POWER DEMONSTRATION AT 23 KNOTS ON THREE SHAFTS WAS UNSUCCESSFUL DUE TO
NUMEROUS CASUALTIES. THESE INCLUDED LOSS OF MAIN ENGINE VACUUM, CASUALTIES TO MMR NR 3
FUEL OIL SERVICE PUMPS WITH THE SUBSEQUENT LOSS OF ONE BOILER IN THAT SPACE, AND
CASUALTIES TO OTHER MAJOR EQUIPMENT INCLUDING A MAIN FEED PUMP, A FORCED DRAFT BLOWER,
AND MULTIPLE AIR EJECTORS. THE PROPULSION PLANT WAS EVALUATED TO BE EXTREMELY
UNRELIABLE AND DETERMINED TO BE ROUTINELY OPERATED OUT OF SAFE PARAMETERS AND IN NON-
STANDARD CONFIGURATION. TWO SHAFT SEALS HAD UNACCEPTABLE LEAKAGE RATES AND ONE
RECENTLY REPLACED SEAL ON A THIRD SHAFT (ALTHOUGH STILL IN THE BREAK-IN PERIOD) HAD AN
OBSERVED LEAKAGE RATE THAT SUGGESTS IT WILL NOT BE SATISFACTORY.

C. TOPSIDE CORROSION, INCLUDING THE CONDITION OF THE MAST, SUPERSTRUCTURE AND CATWALKS,
WAS THE WORST OBSERVED IN THREE YEARS.

VALVE MAINTENANCE THROUGHOUT THE SHIP WAS EGREGIOUS.

D. IT IS MY CONCLUSION THAT THE SHIP IS NOT CAPABLE OF AN ACCURATE SELF-ASSESSMENT. NUMEROUS CRITICAL SYSTEMS, REPORTED AS FULLY OPERATIONAL, WERE DEMONSTRATED WITH SAFETY FEATURES BYPASSED, AUTOMATIC DEVICES DEACTIVATED AND WITH INOPERATIVE INDICATORS AND PAGE 06 RUCOFAZ0203 UNCLAS //4730// ALARMS. A REPRESENTATIVE SAMPLE OF CRITICAL SYSTEMS THAT FALL INTO THIS CATEGORY INCLUDE THE CATAPULT SYSTEMS, THE OIL POLLUTION ABATEMENT SYSTEM, ALL CHT SYSTEMS, AND THE MAIN DRAINAGE SYSTEM.

WIDESPREAD EVIDENCE OF PMS NON-ACCOMPLISHMENT AND COMPLACENCY WITH A MASSIVE NUMBER OF SEEMINGLY OBVIOUS ELECTRICAL SAFETY DEFICIENCIES WAS ALSO NOTED.

E. IN VIEW OF THE ABOVE AND THE EXTENSIVE NUMBER OF PART ONE AND SAFETY DEFICIENCIES PARTIALLY DELINEATED BELOW, IT IS MY FINDING THAT USS JOHN F KENNEDY COULD NOT PRUDENTLY DEMONSTRATE SAFE AND RELIABLE UNDERWAY OPERATIONS.

F. THE SHIP HAD INITIATED A COPPER SERVICE STEAM PIPING INSPECTION PROGRAM (COMNAVSEASYS COM DTG 130557ZFEB01 REFERS). THE SHIP HAD REPLACED NEARLY 50 SECTIONS OF COPPER STEAM PIPING DUE TO THE DISCOVERY OF STEAM LEAKS. FOUR OF THESE SECTIONS WERE IN BERTHING COMPARTMENTS.

G. A C5RA WAS CONDUCTED 01-21AUG01. HM&E ASSESSMENTS (CAPS) WERE COMPLETED 02DEC01.

3. THE FOLLOWING CASREPS WERE ACTIVE PRIOR TO THE MI:

NUMBER	NOMENCLATURE	CATEGORY
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01137	AN/WSC-6(V)4	2
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01141	CONTROL AIR COMPRESSORS	2
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01145	AN/UYQ-70	2
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01146	NSSMS TRANSMITTER	2
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01147	HF TRANSMITTER	2
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01148	AN/USC-38(V)4 NR1	2
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01149	AN/USC-38(V)4 NR2	2
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01152	02N2 TANK	2
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01153	AN/WSC-8 SHF SATCOMM	2
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01154	ELEVATORS DECK EDGE NR 3	2
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01155	DOORS	2
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01156	AN/WLR-1H(V)7, RECEIVING	2
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01157	CATAPULT	2
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4. REQUIRED OPERATIONAL CAPABILITIES (ROC): THE SHIP WAS DEGRADED IN 14 OF THE 33 PRIMARY/SECONDARY ROC'S EVALUATED.

5. DEMONSTRATION RESULTS: (SAT (0.8 - 1.0)/DEGRADED (0.60 - 0.79) /UNSAT (0.0 - 0.59)):

- THE SELF-DEFENSE DTE WAS SATISFACTORY (SCORE: 0.97).

- THE FULL POWER DEMONSTRATION WAS NOT CONDUCTED BECAUSE NR 1 SHAFT WAS LOCKED THROUGHOUT THE UNDERWAY DEMONSTRATION. AN ATTEMPT WAS MADE TO CONDUCT A HIGH POWER DEMONSTRATION ON THREE VICE FOUR PAGE 08 RUCOFAZ0203 UNCLAS //4730// SHAFTS, BUT WAS UNSUCCESSFUL.

- THE QUICK REVERSAL DEMONSTRATIONS WERE NOT COMPLETED DUE TO EQUIPMENT CASUALTIES.

- THE STEERING TEST WAS CONDUCTED AT 19.5 KNOTS WITH SATISFACTORY RESULTS, BUT SHOULD BE REPEATED AT FULL POWER AS SOON AS POSSIBLE.

- THE ANCHOR DROP TEST WAS UNSATISFACTORY (SCORE: 0.40) DUE TO A MISSING LOCKING PIN ON THE STBD ANCHOR BENDING SHACKLE AND RETREIVAL TIMES ON THE BOW ANCHOR THAT WERE NOT IAW PMS STANDARDS.

6. SIGNIFICANT MATERIAL DEFICIENCIES AND EQUIPMENT OPERATIONAL CAPABILITY (EOC) INCLUDE:

A. PROPULSION: 0.52

MMR NR 1:

- SF REPORTED CONSTANT DIFFICULTY IN MAINTAINING VACUUM ON NR 1 MAIN ENGINE WHILE AT SLOW SRPM. THE BOARD COULD NOT EVALUATE THIS CONDITION BECAUSE NR 1 MAIN ENGINE WAS OOC DUE TO CLOUDY LUBE OIL.
- THE MAIN CIRC PUMP WAS OOC DUE TO AN INOP SPEED LIMITING GOVERNOR.
- BILGES WERE CONTAMINATED WITH FUEL AND EXCESSIVE AMOUNTS OF WATER (CORRECTED).
- NR 1 STEAM LUBE OIL PUMP WAS OOC DUE TO A FAULTY GOVERNOR ASSEMBLY PAGE 09 RUCOFAZ0203 UNCLAS //4730// AND HAD A BLOWN GASKET ON THE STEAM ADMISSION VALVE (CORRECTED).
- THE MAIN CIRC PUMP EMERGENCY BILGE SUCTION AND FLAPPER VALVES WERE INOP (CORRECTED).
- MAKE-UP FEED TANKS AND THE FWDCT HAD HIGH CHLORIDE LEVELS THROUGHOUT THE INSPECTION.
- THE MAIN ENGINE LUBE OIL PURIFIER WAS INOP.
- NR 1 SHAFT STERN TUBE SEAL COOLING WATER LOW FLOW ALARM WAS INOP (ENGINEERING TEMPORARY STANDING ORDER (TSO)).
- NR 1B BOILER FUEL OIL QUICK CLOSING VALVE WAS INOP.
- NR 1A FOSP ROOT VALVE HAD A BROKEN PACKING GLAND STUD AND A BLOWN BONNET FLEX GASKET (CORRECTED).
- NR 1C FOSP REMOTE TRIP WAS INOP (CORRECTED).
- NR 1A AND NR 1B BOILER EMERGENCY GAUGE GLASS LIGHTING WAS INOP (CORRECTED).
- NR 1A AND NR 1B BOILER BOTTOM BLOW SYSTEMS WERE PRESSURIZED DUE TO VALVE LEAK-BY (CORRECTED).
- NR 1C MFP LOW LUBE OIL ALARM, ELOP AUTO START, AND LOW SUCTION TRIP WERE INOP.
- NR 1B MFBP COULD NOT BE STOPPED DUE TO WATER INTRUSION INTO THE CONTROLLER (CORRECTED).

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- THE FINAL CONTROL AIR LOCK SYSTEM TEST FAILED ON NR 1A AND NR 1B FOCV'S, NR 1B FEED WATER CONTROL VALVE, NR 1A MFP, NR 1A2 AND NR 1B3 FDB'S (CORRECTED).

MMR NR 2:

- NR 2C FOSP STEAM ADMISSION VALVE WAS SEIZED (CORRECTED).
- NR 2A BOILER HIGH/LOW WATER ALARMS WERE INCORRECTLY SET (CORRECTED).
- NR 2A MFP, NR 2B MFP, AND NR 2C MFP SPEED LIMITING GOVERNORS WERE INCORRECTLY SET (CORRECTED).
- NR 2E MFBP AUTO START WAS INOP (CORRECTED).
- NR 2A BOILER BURNER FRONT BALL CHECK VALVES (NR 2 AND NR 3) LEAKED (CORRECTED).
- NR 2B BOILER BURNER FRONT BALL CHECK VALVES (NR 1, NR 2, AND NR 5) LEAKED (CORRECTED).

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MMR NR 3:

- THE MAIN CIRC PUMP EMERGENCY BILGE SUCTION VALVE WAS INOP (CORRECTED).
- NR 3 SHAFT STERN TUBE SEAL COOLING WATER LOW FLOW ALARM WAS INOP (ENGINEERING TSO).
- NR 3B FOSP TURBINE OIL SEAL LEAKED EXCESSIVELY.
- NR 3 FUEL OIL SERVICE UNLOADING VALVE WAS INOP (CORRECTED).
- THE FINAL CONTROL AIR LOCK SYSTEM TEST FAILED ON NR 3A3 FDB, NR 3B2 FDB, AND NR 3C MFP (CORRECTED).
- NR 3A MFP AND NR 3C MFP SPEED LIMITING GOVERNORS WERE INCORRECTLY SET (CORRECTED).

MMR NR 4:

- BILGES WERE CONTAMINATED WITH FUEL AND EXCESSIVE AMOUNTS OF WATER (CORRECTED).

- THE MAIN ENGINE GLAND SEAL REGULATOR WAS INOP (ENGINEERING TSO).
 - THE MAIN ENGINE VENT FOG PRECIPITATOR WAS INOP (CORRECTED).
 - NR 4 SHAFT STERN TUBE INFLATABLE SEAL EXCEEDED THE MAX ALLOWABLE LEAKAGE RATE WHILE INFLATED (TYCOM DFS APPROVED).
 - NR 4 SHAFT STERN TUBE SEAL COOLING WATER LOW FLOW ALARM WAS INOP (ENGINEERING TSO).
- PAGE 06 RUCOFAZ0204 UNCLAS //4730//
- NR 4B BOILER HIGH/LOW WATER LEVEL ALARMS WERE INOP.
 - NR 4A BOILER ECONOMIZER OUTLET FLANGE LEAKED AT FLEX GASKET (CORRECTED).
 - NR 4B FOSP SPEED LIMITING GOVERNOR WAS INOP.
 - NR 4A AND 4C FOSP SPEED LIMITING GOVERNORS WERE INCORRECTLY SET (CORRECTED).
 - NR 4A BOILER "C" SOOT BLOWER WAS SEIZED.
 - MAIN STM CROSS CONNECT (4MS-8) BYPASS VALVE BONNET FLEX GASKET WAS BLOWN (CORRECTED).
 - NR 4B BOILER DESUPERHEATER OUTLET 1ST LP DRAIN VALVE BONNET FLEX GASKET WAS BLOWN (CORRECTED).
 - NR 4A 1200 TO 600 PSI REDUCER INLET FLANGE FLEX GASKET LEAKED (CORRECTED).
 - NR 4B MFP LOW SUCTION TRIP WAS INCORRECTLY SET (CORRECTED).
 - NR 4C MFP WAS OOC DUE TO AN INOP ATTACHED LUBE OIL PUMP.
 - NR 4E MFBP DISCHARGE FLANGE GASKET LEAKED EXCESSIVELY (CORRECTED).
 - NR 4A AND NR 4C MFP SPEED LIMITING GOVERNORS WERE INCORRECTLY SET (CORRECTED).
 - NR 4A BOILER BURNER FRONT BALL CHECK VALVES (NR 1, NR 2, NR 3, PAGE 07 RUCOFAZ0204 UNCLAS //4730// AND NR 4) LEAKED (CORRECTED).
 - NR 4B BOILER BURNER FRONT BALL CHECK VALVES (NR 3, NR 6, AND NR 7) LEAKED (CORRECTED).
 - NR 4B BOILER, NR 3 DRUM SAFETY VALVE FORKED LEVER AND SPINDLE NUT CLEARANCE WAS INCORRECTLY SET (CORRECTED).
 - NR 4B BOILER SOOT BLOWER ROOT STEAM VALVE BONNET FLEX GASKET LEAKED (CORRECTED).
 - NR 4A AND 4B BOILER EMERGENCY GAUGE GLASS LIGHTING WAS INOP (CORRECTED).

B. AUXILIARIES: 0.71

- THE FIVE EVAPS PRODUCED ONLY 62 PCT COMBINED CAPACITY DURING THE FOUR HOUR DEMONSTRATION.
- 8 OF 11 PACKAGE CONVEYORS AND THE AVIONICS DUMBWAITER WERE UNSAFE TO OPERATE (CAPS) DUE TO EXPIRED WEIGHT TESTS AND INOP LIMIT SWITCHES AND SAFETY FEATURES, MISSING LOCKING DEVICES AND WARNING PLACARDS (5 PACKAGE CONVEYORS CORRECTED).
- 3 OF 8 02N2 HPACS WERE OOC.
- NR 1A CONTROL AIR COMPRESSOR (CAC) WAS INOP (CASREP 01141).
- 5 OF 7 REMAINING CAC LOW L/O PRESSURE SWITCHES WERE OUT OF CALIBRATION (CORRECTED).

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- THE HALOCARBON MONITORS FOR NR 5, NR 6, NR 7, NR 8 AND NR 10 A/C UNITS WERE INOP (CAPS).
- 48 OF 77 FAN ROOMS HAD DAMAGED DUCTING, INOP/DEGRADED FAN MOTORS, OR CLOGGED/DIRTY DRIP PANS, COOLING COILS AND FILTERS.

C. ELECTRICAL: 0.57

- 5 OF 6 SSTG'S AND 1 OF 2 EDG'S HAD REPAIR-BEFORE-OPERATE (RBO) DEFICIENCIES (CORRECTED).
- 13 OF 24 ABT'S FAILED PMS OR HAD SAFETY DISCREPANCIES (12 OF 13 CORRECTED).
- THERE WERE 84 THERMAL IMAGING DISCREPANCIES IDENTIFIED. THE 26 THREE- AND FOUR-STAR DISCREPANCIES WERE CORRECTED.
- 5 OF 5 DISTILLATE PLANT SALINITY PANELS FAILED PMS (CORRECTED).
- 4 OF 24 SHORE POWER CIRCUIT BREAKERS WERE INOP DUE TO A RECENT CLASS "C" FIRE.
- THERE WERE NUMEROUS OVER-FUSED AND UN-LABELLED FUSE PANELS.

D. DAMAGE CONTROL: 0.39

- FLIGHT DECK FIREFIGHTING CAPABILITY WAS SERIOUSLY DEGRADED WITH 6 OF 17 DECK EDGE AFFF NOZZLE GROUPS INOP, 6 OF 17 FLIGHT DECK AFFF HOSE REELS INOP, AND 4 FLIGHT DECK AFFF FLUSH DECK NOZZLE ZONES WHICH FAILED TO RECEIVE AFFF DURING SYSTEM TESTING.

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- THE SHIP'S ABILITY TO PROPERLY RESPOND TO AND CONTROL MAIN SPACE FLOODING WAS SEVERELY DEGRADED DUE TO 5 MVHC STATIONS WITHOUT HYDRAULIC FLUID (CORRECTED) OR DUAL VALVE POSITION INDICATIONS (ENGINEERING TSO). IN ADDITION, THE CONDITION OF FIREMAIN ISOLATION VALVES PRECLUDED SYSTEM SEGREGATION.
- PERSONNEL SAFETY IN ALL MAIN SPACES WAS JEOPARDIZED BY AN ACCUMULATED NUMBER OF SAFETY DISCREPANCIES WITH ESCAPE TRUNKS, HALON ALARMS AND INDICATORS, AND INOP HOSE REEL NOZZLES (CORRECTED).
- THE SHIP'S ABILITY TO OPERATE IN A CBR ENVIRONMENT WAS DEGRADED DUE TO THE MAGNITUDE OF FAILURES IN WATERTIGHT INTEGRITY DISCOVERED DURING CMWD TESTING AND THE INOP IMPROVED CHEMICAL AGENT POINT DETECTION SYSTEM WHICH HAD RECENTLY BEEN INSTALLED WITHOUT THE MATERIALS NEEDED TO PERFORM PMS.

E. DECK: 0.59

- 2 OF 2 BOAT DAVITS WERE INOP (STBD CORRECTED).
- 2 OF 2 READY LIFEBOATS WERE INOP (STBD CORRECTED).
- THE STBD ANCHOR BENDING SHACKLE WAS MISSING 1 OF 2 LOCK PINS.

F. C5 SYSTEMS: 0.77

- EXTENSIVE CORROSION AND EXFOLIATION ON THE MAST AND CATWALK MSGID/GENADMIN/PRESINSURV/-/DEC// SUBJ/QUICKLOOK REPORT FOR USS JOHN F KENNEDY (CV 67) MATERIAL ANTENNA PLATFORMS, FOUNDATIONS, CABLEWAYS AND WAVEGUIDE RUNS THREATEN RELIABLE COMMUNICATION AND RADAR OPERATIONS. CORROSION ON THE MAST ALSO POSES CLIMBER SAFETY AND FOD HAZARDS.
- THE AN/WLR-1H(V)7 EW RECEIVER SET WAS INOP (CASREP 01156).
- THE AN/SLQ-32 FAILED TO ACHIEVE LEVEL 1 ON THE ULM-4 RANGE.
- 2 OF 2 EHF SATCOMM SYSTEMS WERE INOP (CASREPS 01148 AND 01149).
- THE AN/WSC-6 SHF SATCOMM SYSTEM WAS INOP.
- MT 23 CIWS WAS INOP (CORRECTED).
- THE STBD NIXIE (MC MODE) WAS INOP.
- THE FATHOMETER WAS INOP (CORRECTED TO OPERATE IN REDUCED POWER ONLY).
- THE AN/SPS-48 CEC INTERFACE WAS INOP.
- ALL TOPSIDE READY SERVICE/PYRO LOCKERS HAD SIGNIFICANT DEFICIENCIES.

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- LAN SECURITY WAS INADEQUATE. ALL LAN USERS, VICE ONLY LAN ADMINISTRATORS, HAD PRIMARY DOMAIN CONTROLLER ACCESS.

G. QUALITY OF SHIPBOARD LIFE: 0.73

- DECK COVERINGS THROUGHOUT BERTHING COMPARTMENTS AND SANITARY SPACES WERE SIGNIFICANTLY DETERIORATED.
- CREW LOUNGES WERE INADEQUATE AND IN POOR MATERIAL CONDITION.
- WASHER EXTRACTORS WERE NOT SUPPLIED WITH WATER AT THE MINIMUM REQUIRED TEMP.
- 41 OF 53 SANITARY SPACES HAD EXHAUST AIR FLOWS BELOW DESIGN SPECIFICATIONS.

H. NAVOSH: 0.69

- 4 OF 4 MEDICAL STERILIZERS WERE INOP (1 CORRECTED).
- 20 OF 27 ACCESS TRUNK SAFETY NETS WERE MISSING OR DAMAGED.

- 42 OF 63 EYE WASH STATIONS WERE DEFICIENT.
- 12 OF 12 HAZMAT, CHT AND JP-5 SPACES HAD INADEQUATE VENTILATION.
- ALL FLAMMABLE LIQUID CABINETS WERE IN POOR MATERIAL CONDITION.

I. ENVIRONMENTAL PROTECTION: 0.59

- THE OPA SYSTEM WAS NOT CERTIFIED.
- THE CHT SYSTEM DID NOT OPERATE IN THE AUTOMATIC MODE.
- ALL CHT PUMP AND TANK SENSORS WERE INOP.

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J. AVIATION: 0.75

- 1 OF 2 AVIATION NITROGEN STORAGE TANKS WAS OOC DUE TO A FAILED TANK RELIEF VALVE (CASREP 01152).
- THE HANGAR BAY DIVISIONAL DOORS WERE INOP (CORRECTED).
- 23 OF 34 AIRCRAFT ELECTRICAL SERVICE STATIONS WERE INOP.
- 7 OF 17 CENTERLINE STROBE LIGHTS WERE INOP.
- NR 2 ELEVATOR MAIN HYDRAULIC HIGH PRESS CUTOFF SWITCH WAS OUT OF LIMITS.

7. PRESERVATION, CLEANLINESS AND STOWAGE (ON (LOW)0.0 - 1.0(HIGH) SCALE):

- PRESERVATION WAS .38
- CLEANLINESS WAS .42
- STOWAGE WAS .45

8. FOR ADDITIONAL INFORMATION REGARDING FINDINGS AND TRENDS FROM PREVIOUS MATERIAL INSPECTIONS LOGON TO THE USERID/PASSWORD PROTECTED INSURV CORONA WEBSITE AT WWW.INSURV.CORONA.NAVY.MIL.

TO APPLY FOR A PASSWORD, CLICK ON THE "MI DATA" BUTTON ON THE INSURV HOME PAGE AT WWW.SPAWAR.NAVY.MIL/FLEET/INSURV. COMPLETE RESULTS OF THE INSPECTION ARE AVAILABLE BY CONTACTING PRESINSURV (757-462-7325 EXT 3046).

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9. RADM TOMASZESKI, COMJFKBATGRU, AND (b)(6), CNAL N43, WERE PRESENT FOR THE INSPECTION AND DEBRIEF. (b)(6) WAS THE SENIOR INSPECTOR.

10. PRESIDENT, BOARD OF INSPECTION AND SURVEY, CONCURS WITH THE FINDINGS.// BT

#0205

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